IN THE CLAIMS:

A complete listing of all the claims is now provided.

Claims 1 to 6. (Cancelled).

Claim 7. (Currently Amended).

A shaft-hub connection comprising:

an attachment flange (1) having a hub-sleeve element ~~(3)~~ ~~with~~ that is homogenous therewith, the hub-sleeve element having a radially outermost surface that is conical;

a clamping element (6) ~~which is attachable to said attachment flange~~ threadably receiving a bolt for drawing said clamping element towards said attachment flange, said clamping element having a conical radially innermost surface in wedging contact with said conical surface of said hub-sleeve element, said wedging contact causing ~~and by means of which~~ a shaft end assigned to said attachment flange ~~is connectable~~ to be connected by frictional connection to said attachment flange; and

a bushing (4) positioned between said hub-sleeve element ~~(3)~~ and said shaft end to take up a slip torque ~~and~~, said bushing designed in multiple separable parts in its axial direction, wherein said hub-sleeve element ~~(3)~~ is under a clamping effect of

said clamping element (6), and wherein the level of the slip torque which is to be taken by said bushing (4) can be preset.

Claim 8 (Previously Presented).

The shaft-hub connection according to Claim 7,

wherein said clamping element is a clamping ring (6).

Claim 9. (Previously Presented).

The shaft-hub connection according to Claim 7,

wherein said bushing (4) is a bronze bushing.

Claim 10. (Previously Presented).

The shaft-hub connection according to Claim 7,

wherein said bushing (4) is provided with a sliding film on its inner and the outer sliding surfaces.

Claim 11. (Cancelled).

Claim 12. (Currently Amended).

The shaft-hub connection according to Claim 7,

wherein said hub-sleeve element ~~(3)~~ is implemented in one piece with said attachment flange (1) and extends essentially over the length of said bushing (4).

Claim 13. (Cancelled).

Claim 14. (Currently Amended).

A shaft-hub connection comprising:

an attachment flange (1);

a clamping element (6) which is attachable to said attachment flange and by means of which a shaft end (2) defining an axial direction assigned to said attachment flange is connectable by frictional connection to said attachment flange;

a hub-sleeve element which is implemented in multiple parts, with a first part (3.1) having a conical outer surface region and being implemented in one piece with said attachment flange (1) and another part (3.2) being assigned as a sleeve-shaped hub core to said shaft end (2); and

at least two bushings (4) positioned radially between said first part (3.1) of the hub-sleeve element and said another part (3.2) of the hub-sleeve element to take up a slip torque and the bushings contacting one another in the axial direction;

wherein said first part (3.1) of the hub-sleeve element ~~(3)~~ extends over the length of said at least two bushings (4), in contact therewith;

wherein said hub-sleeve element is under a clamping effect of said clamping element; and

wherein the level of the slip torque which is to be taken by said bushings can be preset by adjusting a bolt (5) which connects the attachment flange (1) with the clamping element (6).

Claim 15. (Previously Presented).

The shaft-hub connection according to Claim 14,

wherein said clamping element is a clamping ring (6).

Claim 16. (Currently Amended).

The shaft-hub connection according to Claim 14,

wherein said bushings (4) are bronze ~~bushing~~ bushings.

Claim 17. (Previously Presented).

The shaft-hub connection according to Claim 14,

wherein each of said bushings (4) is provided with a sliding film on its inner and outer sliding surfaces.

Claim 18. (New).

A shaft-hub connection comprising:

an attachment flange having a hub-sleeve element that is implemented in one piece therewith, the hub-sleeve element having a radially outermost surface that is conical;

a clamping element threadably receiving a bolt for drawing said clamping element towards said attachment flange, said clamping element having a conical radially innermost surface in wedging contact with said conical surface of said hub-sleeve element, said wedging contact causing a shaft end assigned to said attachment flange to be connected by frictional connection to said attachment flange; and

a bushing positioned between said hub-sleeve element and said shaft end to take up a slip torque, said bushing designed in multiple separable parts in its axial direction, wherein said hub-sleeve element is under a clamping effect of said clamping element, and wherein the level of the slip torque which is to be taken by said bushing can be preset.

Claim 19. (New).

The shaft-hub connection according to Claim 7,

wherein said clamping element is a clamping ring.

Claim 20. (New).

The shaft-hub connection according to Claim 7,

wherein said bushing is a bronze bushing.

Claim 21. (New).

The shaft-hub connection according to Claim 7,

wherein said bushing is provided with a sliding film on its inner and the outer sliding surfaces.

Claim 22. (New).

The shaft-hub connection according to Claim 7,

wherein said hub-sleeve element extends over the length of said bushing.